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**CENTRAL FAX CENTER**  
**APR 09 2007**

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Application # 10/750,306

4/7/07

To: USPTO

Attn: Ruth Ilan

From: Ed Bogue

Attached are:

A 2 page response to the Office Action dated 1/8/07

Amended Specifications wit Abstract, 13 pages

Amended Claims, 4 pages

A clean copy of the Amended Specifications with  
Abstract, 13 pages

Ed Bogue

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April 7, 2006

Ruth Ilan, Examiner  
United States Patent and Trademark Office  
Art Unit 3616  
P.O. Box 1450  
Alexandria, VA 22313-1450

RE: Application No. 10/750,306

Dear Ms. Ilan:

This document is in response to the office action sent 1/8/07.

Specifications:

The specifications have been amended to have all changes and additional text underlined and a clean copy has been provided.

Claim Rejections:

Claims 1, 5, and 16 have been amended to correct for insufficient antecedent usage. Claim 20 has been added as an independent claim containing the limitations in claims 1-4.

Claims 1 and 16 have been amended to remove the unnecessary "not necessarily linear" limitation.

Claims 1, 12, 16 and 17 were rejected as being anticipated by Fujita(4,650,213). In my examination of the referenced Fujita (col.3, lines 41-61), I find the opposite effect of my invention. Fujita(4,650,213) will force the car to lean in to the turn, as a motorcycle does. Fujita (col3, line 44) is describing a left turn. This left turn is indicated in figure 2 with "a" and a vector /arrow located on the steering wheel. Then describes the effect of the left turn (col3, lines 57-58). The right side a-arm is pushed down relative to the body. This increases the load on the right front wheel. The opposite occurs on the left front wheel, which decreases the load on the left front wheel. Also, an analysis of his drawings verifies the above load changes in a left turn.

As described in my claim 1C, a counter clockwise steering wheel rotation (left turn) will result in an increase weight on the left front tire, and decrease the vertical load on the right front wheel. This is the opposite effect opposite of Fujita's mechanism.

I believe the confusion may be due to Col3, line 45 where this left turn is described as a clockwise rotation of the wheel. In figure 2 there is a label on the steering wheel showing

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